

Established February, 1845.

PRICE, \$2 PER MONTH.

Shipping.

100

For Sale.

MacEwen, Frickel & Co.
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL.

HAVE FOR SALE THE FOLLOWING **STORES.**

York HAMS.
Roll BUTTER.
Topcan BUTTER.
French BUTTER.
Egg's COCOA.

VAN HOUTEN'S COCOA.
Pine TONGUES.
MAOKEREL in 5th Tins.
RAISINS and CURRANTS.
Crystallized FRUITS.
SAVORY & Moore's New Infant FOOD.
BARNES & Co's JAMS.
Potted MEATS.
PATE DE FOIES GRAS.
Swiss MILK.

BORDEN'S
CONDENSED MILK.

COOKING STOVES.
KEROSENE LAMPS.

WINES, &c.

GILBEY'S Sparkling SAUMUR, Pils. & Qls.
SACONNE'S MANZANILLA.
SACONNE'S Old Invalid PORT.
Old Bourbon WHISKY.
BUTLER'S Old Irish WHISKY.
Royal GLEN WHISKY.
MARSALA.

&c., &c., &c.

THE USUAL ASSORTMENT

OILMAN'S STORES,

at the

Lowest Possible Prices

FOR CASH.

MacEwen, Frickel & Co.

Hongkong, February 10, 1886. 280

Intimations.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FORMERS should be at hand, Orders for REPAIRS should be sent to the Head Office, No. 14, Praya Central, will receive prompt attention. In the event of Complaints being found necessary, Communication with the Under-signed is requested; when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, August 26, 1885. 1488

CHAS. J. GAUPP & Co.

Chromometer, Watch & Clock Makers,

Jewellers, Gold & Silvermiths.

NAUTICAL INSTRUMENTS.

VOYAGERS' COMPASSES, BINOCULARS AND TELESCOPES.

REPAIRS OF ALL INSTRUMENTS.

ADMIRALTY & IMRAY CHARTS.

NAUTICAL BOOKS.

English Slates & Pencils, PLATES, WARE.

CHRISTIE & Co's ELECTRO-PLATED WARE.

GOLD & SILVER JEWELLERY.

DIAMONDS.

DIAMOND JEWELLERY.

A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 749

SAILOR'S HOME.

ANY Out-of-Clothing, BOOKS, or

PAPERS will be thankfully received

at the SAILOR'S HOME, West Point.

Hongkong, July 26, 1874.

Not Responsible for Debts.

Neither the Captain, the Agents, nor

Owners will be Responsible for

any Debt contracted by the Officers or

Crew of the following Vessels, during

their stay in Hongkong Harbour.

CARONNET, American ship, Capt. W.

F. Stetson. Messageries Maritimes.

ELLY, A. READ, British ship, Capt. N.

B. Hatfield. Order.

FRIEDRICH, German steamer, Captain H.

Breck. Wistler & Co.

FRED, L. LITCHFIELD, American barque,

Capt. Samuel Hartlett. Order.

FREEMAN, American barque, Capt. M. L.

Entertainment.

THEATRE ROYAL,
CITY HALL.

Manager, NIEL O'BRIEN.

Patron:

HIS EXCELLENCY THE OFFICER ADMINISTER-

ING THE GOVERNMENT, THE

HON. W. H. MARSH, C.M.G.

ENTHUSIASTIC RECEPTION

OF THE

MASCOUPE' OPERA COMPANY.

THIS EVENING,

the 23rd March, 1886.

THE EVENT OF THE SEASON.

GRAND PRODUCTION OF GEORGE BIZET'S

BRILLIANT OPERA,

'Carmen.'

Observe the Cast:

Jose (Sergeant of Dragons), Mr. Vernon Reid.

Escamillo (Bull-fighter), Mr. Edward Parley.

Remendado (Dancer), Mr. Chas. A. Tyr.

Louise (Chief of the

Savagers), Mr. Neil O'Brien.

Zuniga (Dragon Officer), Mr. Wm. Wa'she.

Sillas (Pastor at Tavern), Mr. E. Scott.

Frasquita, Miss Carrie Hubert.

Mercades, Miss Stella.

Fanchetto, Mr. D. Thompson.

Micela (a Peasant Girl), Mr. F. Seymour.

AND

Carmen, Mrs. Eva Davenport.

OFFICERS, SOLDIERS, SMOOTHERS, BEL-

LIQUITERS, PEASANTS, &c.

The Management beg to call especial at-

tention to this production, and also assure

the public they have spared neither time nor

expense to give the Theatre-goers of Hong-

kong an opportunity of witnessing this world-

famous and beautiful work to the best

advantage.

NEW AND BEAUTIFUL SCENERY,

RICH AND APPROPRIATE COSTUMES.

Of Mr. FAIRLEY'S Escamillo, *The London*

Times says: "As the popular Bull-fighter,

Mr. FAIRLEY was successful in securing a

very hearty reception for the admirable re-

rendering of his part. A fine well-toned bass

voice, good physique, and bearing, and con-

siderable histrionic power carry him through

boldly, and in a manner to catch the sym-

pathy of his auditory. His singing of

the air descriptive of a Bull-fight was per-

haps the finest thing of the evening, and for it he

was heartily cheered."

"Mr. FAIRLEY, as Escamillo, sang through-

out with much effect and succeeded in

awakening the enthusiasm of the audience

by the famous and tuneful aria in the

second act, and was heartily cheered."—*Tele-*

graph.

Conductor, Signor M. A. VALENZA.

By kind permission of Colonel Foster and

Officers, the Band of the 68th Regt.

will play appropriate selections dur-

ing the evening.

Doors open at 8.30. Overture at 9 precisely.

Box Plan now open at KELLY & WALSH'S

(LIMITED).

Hongkong, March 23, 1886. 593

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's S.S. *Wingang*, having ar-

rived from the above Ports, Consignees

of Cargo by her are hereby informed that

their Goods are being landed at their risk

into Messrs. JARDINE, MATHESON & Co's

West Point Godown, whence delivery may

be obtained.

Cargo remaining undelivered after the

30th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, March 23, 1886. 597

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP

COMPANY.

THROUGH TO NEW YORK, VIA

OVERLAND RAILWAYS, AND THROUGH

AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF*

PEKING will be despatched for

San Francisco, via Yokohama, on WED-

NESDAY, the 14th April, at 3 p.m.,

taking passengers and freight for Japan,

the United States, and Europe.

Through Bills of Lading issued for trans-

portation to Yokohama and other Japan

Ports, to San Francisco, to Atlantic and

Inland Cities of the United States, via Over-

land Railways, to Havana, Trinidad, and

Demerara, and to ports in Mexico, Central

and South America, by the Company's and

connecting Steamers.

Through Passage Tickets granted to

England, France, and Germany by all

trans-Atlantic lines of Steamers.

RETURN PASSENGERS.—Passengers, who

have paid full fare, re-embarking at San

Francisco for China, Japan, (or vice versa)

within six months, will be allowed a discount

of 25% from Return Fare; if re-embarking

within one year, an allowance of 10% will

be made from Return Fare. Pre-Paid Return

Passage Orders, available for one year,

will be issued at a Discount of 25% from

Return Fare. These allowances do not apply

to through fares from China and Japan to

Europe.

Freight will be received on board until 4

p.m. the day previous to sailing. Parcel

Packages will be received at the office until

5 p.m. same day; all Parcel Packages

should be marked to address in full; value

of goods is required to be stated in full.

Consular Invoices to accompany Cargo

destined to ports beyond San Francisco

should be sent to the Company's Office in

Sealed Envelopes, addressed to the Collector

of Customs at San Francisco.

For further information as to Passage

and Freight, apply to the Agents of the

Company, No. 64, Queen's Road Central.

C. D. HARMAN,

Agent.

Hongkong, March 23, 1886. 599

SHIPPING.

ARRIVALS.

March 22, 1886.

Midgley, British steamer, from Canton.

Agnes, British steamer, 780 T. Thomas.

Saigon March 17, Rice and Paddy.

ARNOLD, KARRER & Co.

Shipping.

Tatani Maru, Japanese steamer, 1,100,

John Adams, England January 29, General.

Butterfield & Swire.

Deception, British steamer, 1,374, Aquila,

Shanghai Mar. 18, and Swatow 25, General.

Butterfield & Swire.

Chang Hock Kian, British steamer, 600,

Fred. Webb, Singapore March 10, General.

Butterfield & Swire.

Wingang, British steamer, 1,550, J. A.

de St. Croix, Calcutta March 7, General.

Jardine, Matheson & Co.

Italian, Italian barque, 434, Giuseppe

Brignoli, Fremantle February 27, Sandal-

wood. *Jardine, Matheson & Co.*

Prinz Friedrich Carl, German steamer,

1,278, G. Lunde, Shanghai March 19,

General. *Russell & Co.*

DEPARTURES.

Kut Sang, for Whampoa 21.

Melbourne, for Shanghai 21.

Tyngat, for Yokohama.

Sigalion, for Europe.

C. P. Dixon, for Calcutta.

Highlander, for Manila.

Fangh Danang, for Whampoa.

Bayan, for Peking, undelivered after

this date subject to rent.

City of New York, for San Francisco.

Yangtze, for Shanghai.

ALWINE, for Hongkong.

Deception, for Singapore and London.

Deception, for Manila.

Upack, for Saigon.

Haiphong, for Coast Ports.

Antonio Munoz, for Amoy and Manila.

PASSENGERS.

Per *Tatani Maru* from England, Capt.

Squires, Messrs. Chappell, Ballantine, Roy,

Campbell, Fawcett and Watson.

Per *Deception*, from Shanghai, &c., Mr.

and Mrs. Eston, and Capt. Vardini, for

London; and 350 Chinese for Straits.

Per *Chang Hock Kian*, from Singapore,

450 Chinese.

Per *Wingang*, from Calcutta, &c., Hon.

and Mrs. Marshall, Messrs. Siphon, Dun-

nebb, Trail, Booth, Swire and Ellis, and

480 Chinese.

DEPARTURE.

Per *Sigalion*, for Hongkong; for Sai-

gon,

together and fought over an hour, with varying fortune, when rough broke into the ring and interrupted the contest. The referee then declared the match a draw. The fight, however, when stopped was very much in favor of Smith.

It is now stated that the stakes were but \$200 a side. The fight took place near Chandlery, a suburban village on the north side of London, about twenty-five miles from the city. The crowd that attended the contest was very great, there being at least 20,000 in wagon. Greenfield was from Birmingham, while Smith is a London Irishman. Each combatant had with him, it is stated, twenty hussars hired at 25 each to protect their interests. Birmingham rough broke down the ring and compelled the stoppage of the fight because Smith was evidently on the point of win-

It is now stated that the stakes were but £200 a side. The fight took place at Chantilly, a suburban village on the

river Monette, about twenty-five miles north-east of Paris. The excitement attending the contest was very great, there being at least £20,000 in wagers. Greenfield is from Birmingham, while Smith is a London

the appearance of a new rival—and a German one, too—had a most staggering effect on the English ship building industry, and produced a storm of indignation which vented itself in all these miserable articles. It is not to be mistaken that there is a certain system in all these journalistic efforts.

hads really turned out to be unservicable, but whether the Chinese Government thought them to be so, and whether in consequence it did not vent its displeasure on the head of its previous representative at Berlin, as well as get rid of Admiral Schlie-

On the Yangtze it was found that although the material employed was good, the ships were so badly constructed that it was dangerous to fire the heavy guns with a full charge. In the case of one of the iron-

100-443887-100

